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CITY OF SAINT PAUL

# EV Spot Network & Evie Carshare





# “Twin Cities Electric Vehicle Mobility Network” is now:



**ev  
spot  
network**



**evie**  
Operated by HOURCAR



## **Long term vision:**

- 90% of Saint Paul residents live within a 5 minute walk of four affordable no/low carbon mobility options.
- Emphasizing carbon reduction & improved transportation options and access for BIPOC and low wealth communities.

## **The need:**

- No one-way carsharing, resulting in people buying more cars.
- Lack of options falls hardest on under-resourced residents
- Climate Action Plan targets 2.5% VMT reduction per year
- Increase our attractiveness to employers and employees.



## **Innovative Public Private Partnerships will deliver**

- 70 renewably-powered EV Spots between the two cities
- 150 Evie Carshare vehicles

### **... which will enable**

- Reduced need to spend money on personal ownership of vehicles
- Improved mobility and access
- Reduced Vehicle Miles Traveled
- Reduced air pollution
- Accelerated EV adoption, with a focus on accessible charging for renters



# Electric Vehicle market trends

## *G.M. Will Sell Only Zero-Emission Vehicles by 2035*

The move, one of the most ambitious in the auto industry, is a piece of a broader plan by the company to become carbon neutral by 2040.



## **EV tax credit renewal and expansion gets first big push under Biden administration**

Tesla and General Motors are no longer eligible for tax credits, but the reintroduction of the GREEN Act would change that.

 **Sean Szymkowski** Feb. 11, 2021 8:16 a.m. PT  [▶ LISTEN - 03:21](#)



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## **EVs Could Soon Cost Same as Gas Cars Thanks to Lower Battery Costs**

BloombergNEF predicts that by 2023, batteries will drop near the \$100-per-kilowatt-hour threshold.

 BY **ROBERTO BALDWIN** DEC 16, 2020



## Community engagement

- Prototyping focus groups in late 2019/early 2020
- Partnered with Frogtown, Payne Phalen, West Side, North End, & Dayton's Bluff (report published February 2021)
- Online open house conducted in October 2020.
- BRC and Advisory Committee for People with Disabilities in the Fall.
- 632 survey responses



# Prototyping learnings



**FLEXIBILITY, FREEDOM, AND INDEPENDENCE** are valued most, and values that residents felt the EV car-share service could deliver for them



**TIME, EFFORT, AND RELIABILITY** were the most important factors in choosing EV car-share vs. other transportation options





# Multi-layered site selection process

## 1 Neighborhood Selection

Considerations taken when selecting neighborhoods for the charging hub locations include:



Transit usage



Resident demographics



Density of renters & public housing



Density of one- and zero-vehicle households



Density of existing & planned bicycle facilities



Roughly a 10-min walk between hubs within the service area

## 2 Siting Requirements

Is there 80-100' of uninterrupted curb that meets these requirements?

- 5' from driveways and alleys
- 30' from stop signs
- 10' from any fire hydrant
- Wide boulevard and sidewalk
- Ideally located on a two-lane road



Is there bike parking nearby or room to install some?

Does the site allow for ADA considerations?

Are there any bicycle facilities nearby? Does it conflict with an existing or planned bicycle facility?

Is there a transit stop nearby?

## 3 Agency Coordination

Review by divisions and agencies to avoid conflicts:

Forestry



Traffic Operations



Water Department



Sewer Division



Metro Transit



Xcel Energy



## 4 Additional Considerations

While charging hub locations are nearly finalized, input from adjacent property owners and tenants is being gathered regarding a narrow scope of issues, such as:



Is there an **unmarked loading zone** for a business where there is no feasible alternative location for loading?



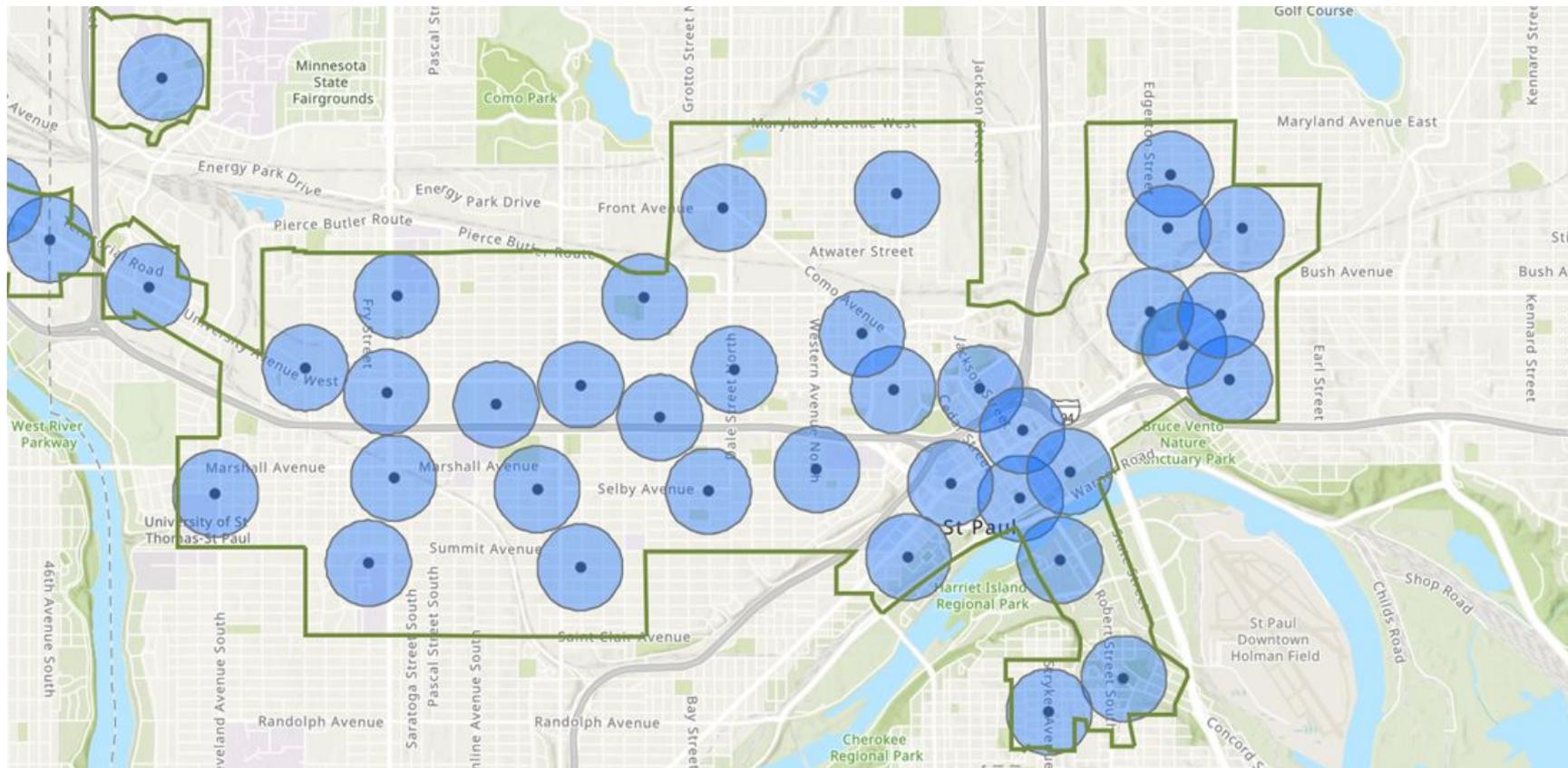
Is there an **unmarked bus layover area** where there is no feasible alternative for laying over?



Are there any other **important local curbside activities** that a charging hub could negatively impact?



# Locations: 29 of the 38 Saint Paul EV Spots are finalized





# Agreement between Saint Paul & Minneapolis

- Investment:
  - \$4 million CMAQ, \$3.3 million USDOE, \$4 million Xcel
  - Saint Paul \$750K
  - Minneapolis investing \$350K
  - Saint Paul 38 EV Spots and Minneapolis 32
  - Required local match for federal funds
- Each City will own, operate, and maintain its own EV Spots, with coordination and alignment on parking and pricing.
- Should a sponsorship program emerge, any sponsorship dollars will be shared 70% Saint Paul and 30% Minneapolis to reflect Saint Paul's leadership and administrative costs for this program.



## **HOURECAR Contract. HOURECAR will:**

- Operate a City-leased electric vehicle fleet for a five year term, with option to extend. City approval of carshare rates, low-income rate offering.
- Clear snow from public chargers and Evie chargers.
- Receive a two-year waiver of paying for parking to focus funds instead on community outreach and engagement.
- Pay for any Evie parking at meters other than at EV Spots starting year 3
- Contract includes a draft credits document outlining phased equity targets. Final credits arrangement will be approved near end of waiver period and informed by first two years of usage.

# Parking cost relief incentives are designed to advance Saint Paul's equity agenda

We are proposing a **two-year waiver of parking fees for HourCar** as a baseline to inform final performance-based contract incentives

Performance-based incentives are intended to (1) **ensure a continued commitment to Saint Paul's equity goals**, and (2) give HourCar an achievable yet ambitious **pathway to zeroing out annual parking fees** according to the following credit scheme:

- **Up to 50%** in credits for HourCar's **direct investments** in Saint Paul's community
- **Up to 20%** in credits for HourCar's **outreach activities** in ACP50 communities
- **Up to 30%** in credits for HourCar hitting **usage targets** for low-income people and people of color (*broken down into the three subgoals listed below, each representing 10% toward the 30% total possible*)

Indicators	Two Year Baseline + Waiver Period		Year 3 (mid 2024)	Year 4 (mid 2025)	Year 5+ (mid 2026 - onwards)
	Year 1 (mid 2022)	Year 2 (mid 2023)			
% total usage by BIPOC members	<b>30%</b> (HOURCAR current: <25%)	<b>35%</b>	<b>40%</b>	<b>45%</b>	<b>50%</b>
% total usage by very low-income members	<b>5%</b> (HOURCAR current: <3%)	<b>13%</b>	<b>22%</b>	<b>31%</b>	<b>40%</b>
% total usage by very low-income BIPOC members	<b>3%</b> (HOURCAR current: <1%)	<b>7%</b>	<b>11%</b>	<b>15%</b>	<b>20%</b>



## **Additional maps for context**





# Service area across both cities

